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AGDA (M) (6 Nov 69)

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20R 6T-UT-693222

19 November 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 16th Combat Aviation Group, ~~Period Ending 31 July 1969~~ (U)

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

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*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 16TH COMBAT AVIATION GROUP  
APO San Francisco 96374

AVDF-ABSC

SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, RCS CSFOR-65 (RI)

SEE DISTRIBUTION:

1. (C) SECTION I, OPERATIONS: SIGNIFICANT ACTIVITIES

a. (C) Command

(1) Mission: The 16th CAG provides, supervises and sustains Army Aviation Support of the Americal Division.

(2) Responsibilities:

- (a) Command the major aviation elements of the Division.
- (b) Exercise special staff supervision over all Army Aviation activities.
- (c) Supervise aircraft maintenance and supply.
- (d) Supervise flying safety program.
- (e) Participate in planning and execution of combat operations.
- (f) Provide Army Aviation Element to the DTOC.

(3) Key Personnel:

(a) 16th Combat Aviation Group Headquarters:

CO: COL HANZ K. DRUENER, 065310 thru 29 Jun 69.

COL DELBERT L. TOWNSEND, 0510-16-8980 30 Jun 69 to present.

FOR OTUT  
693222  
Inclosure

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Ending 31 July 1969, RCS CSFOR-65 (R1) (Cont'd)

XO: LTC ARTHUR J. JURET, 083629 thru 9 Jul 69.

LTC NORMAN P. JACOBS, 0514-20-3963 10 Jul 69 to present.

S1: MAJ LESLIE E. CARMAN, 0437-32-62.

S2: CPT JORJ C. HEAD, 05218635 thru 18 May 69.

CPT JOHN NOWOSADKO Jr., 0042-34-7868 19 May to present.

S3: LTC CHARLES A. KLOPF, 071820 thru 15 Jun 69.

LTC NORMAN P. JACOBS, 0514-20-3963 16 Jun thru 9 Jul 69.

LTC RAYMOND V. BROWN, 0446-42-0246 17 Jul 69 to present.

S4: MAJ GEORGE P. JOHANKECHT, 074734 thru 7 May 69.

MAJ CHARLES W. RUCKP, 0512-24-3634 1 Jun 69 to present.

Group Surgeon: MAJ T. DAVID CREER, 0460-70-0969

Safety Officer: MAJ WILLIAM PRICE, 05310807 thru 17 May 69.

MAJ DONALD P. DETIVEAUX, 0435-54-0930 18 May 69 to present.

Asst Div Avn Off: LTC DALE W. HURST, 096989 thru 3 May 69.

LTC LELAND J. LINMAN, 0525-44-CO27 4 May 69 to present.

(b) Unit Commanders:

14th CAB: LTC ROBERT E. WILSON, 071307 thru 30 Jun 69.

LTC JERRY I. TEAGUE, 0428-18-7451 30 Jun 69 to present.

123rd Avn Bn: LTC RAYMOND V. BROWN, 0446-42-0246 thru 17 Jul 69.

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Ending 31 July 1969, RCS CSFOR-65 (RI) (Cont'd)

LTC RICHARD K. DIETSCH, 0002-20-7911 18 Jul '69 to present.

335th Trans Co: MAJ WALTER E. BASS, 0427-68-2449

(4) Current Organization:

(a) Organization Chart and Station List at Incl 1.

(b) On 15 May 69, F Troop 8th Cavalry was attached to the 123rd Aviation Battalion by Americal Division G.O. 3390, TC-D15, dated 13 May 69.

b. Personnel, Administration, Morale, and Discipline:

(1) Status of authorized and assigned strength as of the last day of the report.

(a) Consolidated Strength

	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>OVER/SHORT</u>
OFF	199	182	-17
WO	312	346	+34
EM	2272	2450	+178

(b) Consolidated strength by rated and non-rated officers.

	<u>RATED AUTH/ACTUAL</u>	<u>NON-RATED AUTH/ACTUAL</u>
OFF	181 / 150	18 / 32
WO	307 / 334	5 / 12

(2) Subordinate Unit Strength

<u>UNIT</u>	<u>OFF AUTH/OH</u>	<u>WO AUTH/OH</u>	<u>EM AUTH/OH</u>	<u>TOTAL AUTH/OH</u>
HHC, 16th CAG	26/32	1/ 9	68/ 95	95/136
14th CAB	71/61	156/162	81/894	1049/1137
123rd Avn Bn	95/83	151/152	115/1220	1392/1455
335th TC	7/ 6	4/ 3	236/241	247/250

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## (3) Civilian Strength

	<u>DAC</u> <u>AUTH/CH</u>	<u>V</u> <u>AUTH/CH</u>	<u>3rd NAT</u> <u>AUTH/CH</u>	<u>CONTRACTOR</u> <u>AUTH/CH</u>
16th CAG	2 / 2	102 / 92	0 / 0	84 / 87

## c. Intelligence and Counter Intelligence

(1) There were no items of significant intelligence or counter intelligence during this quarter.

(2) During this quarter the 16th Combat Aviation Group had 227 aircraft hit by enemy ground fire. This figure represents a decrease of 16% from the preceding quarter. An analysis of these hits by altitude and mission is given below.

<u>ALTITUDE</u>		<u>MISSION</u>	
0 - 100	105	C & C	34
100 - 500	49	CA	20
500 - 1000	33	VR	48
1000 - 1500	25	CBT CGO	54
1500 - HIGHER	15	ARMED ESC	28
		CLOSE AIR SPT	21
		REED EVAC	9
		MISC	7

## (3) Summary of enemy anti-aircraft activity:

<u>TYPE FIRE</u>	<u>SHOT AT</u>	<u>HIT</u>	<u>DOWNED</u>
SA/AW	405	195	11
.50 Cal	48	25	7
Mortar	3	1	0
Airburst	8	6	2
TOTALS	454	227	20

(4) The weather had no major affect on operations during this quarter.

## d. Plans, Operations, and Training

### (1) Plans:

(a) The 16th CAG continues to provide Army Aviation support to the Americal Division.

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(b) The defensive posture of Chu Lai Defense Command Subsector II has been materially improved. Improvements include construction of a new guard tower, bunkers, fighting positions, and defensive wire. Subsector II boundaries have been adjusted to provide an equal distribution of the defense commitment.

(c) OPLAN Long Branch was developed to provide aircraft for rapid, large scale combat assaults.

(d) The Aircraft Flight Hour Allocation Program continues to provide excellent aircraft utilization, mission accomplishment, and availability of UH-1 and CH-47 assets.

(e) Implementation of the Army Aviation Resources Management System has been initiated. This program will provide commanders with timely information concerning productivity, maintenance status and reliability of aviation assets. It will also provide information on the efficiency of supporting and supported units. This program is planned to be implemented throughout USARV during the 2nd Qtr, FY 70.

(f) Typhoon and Aircraft Dispersal Plans have been disseminated.

(2) Operations:

(a) The Operational Statistics for this quarter are provided at Inclosure 2.

(b) Operational highlights for this quarter are given below as combat assaults which required the assets of two or more Assault Helicopter Companies.

<u>DATE</u>	<u>UNIT MOVED</u>	<u>NO. OF PAX</u>	<u>14th CAB MOVEMENT</u> <u>ORDER NO.</u>
2 May 69	1-6, 2-6 ARVN B,D, 1/52	989	69-26
9 May 69	1-4 ARVN	380	69-28
13 May 69	B,C 3/21	180	69-30
19 May 69	B,C,D 4/3	313	69-31
21 May 69	D 5/46, 4-6 ARVN	456	69-32
27 May 69	SF A-107	123	69-33
29 May 69	3-6, 4-6 ARVN	813	69-34
5 Jun 69	3-6, 4-6 ARVN B 1/52	719	69-35
8 Jun 69	B,D 1/6	185	69-36
12 Jun 69	SF A-109	11	69-37
20 Jun 69	Mike Force	326	69-38
23 Jun 69	B 2/1	74	69-40
25 Jun 69	1-6, 4-6 ARVN	897	69-41
6 Jul 69	5/46	271	176-7/6
8 Jul 69	1/6	318	176-7/8
19 Jul 69	1/6	234	176-7/19
25 Jul 69	1/6	300	176-7/25

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Ending 31 July 1969, RCS CSFOR-65 (RI) (Cont'd)

## (c) Americal Operations Supported:

<u>OPERATION</u>	<u>SUPPORTED UNIT</u>	<u>DATES</u>
Russell Beach	198th Inf Bde	13 Jan 69 - 22 Jul 69
Nantucket Beach	198th Inf Bde	23 Jul 69 - Continuing
Fredrick Hill	196th Inf Bde	18 Mar 69 - Continuing
Geneva Park	198th Inf Bde	18 Mar 69 - Continuing
Iron Mountain	11th Inf Bde	18 Mar 69 - Continuing
Lamar Plain	101st Abr Div	15 May 69 - Continuing

## (d) Aircraft Status at End of Reporting Period at Inclosure 3.

(e) Results of hostile rocket, mortar or ground attacks: During this quarter the 16th CAG experienced twenty-five mortar and rocket attacks. These attacks resulted in one WIA, three aircraft destroyed and one hanger destroyed.

(f) The 1st Bde, 101st Airborne Division was placed in OPCON of the Americal Division on 15 May 1969. Four aviation companies of the 101st Airborne Division were in direct support of the 1st Bde. 16th CAG provided these aviation companies with the logistical support to include aircraft parking, airfield facilities, billet areas and mess.

(g) The attachment of F Troop, 8th Cavalry to the 123rd Aviation Battalion has greatly increased the reconnaissance capability of 16th CAG. F/8 Cav coupled with the Aero Scout Company provide daily visual reconnaissance for the three infantry brigades. D Troop, 1-1 Cavalry provides additional visual reconnaissance in the Americal OZ, predominantly in support of 1-1 Cavalry.

## (2) Training.

(a) The Americal Division Combat Center continues to provide initial in-country and mandatory training for the majority of the 16th CAG personnel.

(b) For most MOS requirements, OJT remains the primary means for qualifying personnel for their duties. Experience has shown that personnel arriving direct from school training require three months of intensive OJT prior to becoming productive individuals. This problem is particularly acute in aviation maintenance MOS.

(c) The Army Aviation Refresher Training School (AARTS) at Vung Tau is being utilized to the maximum by the 16th CAG to provide additional training of aviation personnel. Thirty-nine 16th CAG personnel attended various courses offered during this past quarter.

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(d) Flight Standardization:

1 16th CAG did not have a Standardization Officer assigned for the majority of the reporting period. The recently assigned Standardization Officer has instituted an aggressive standardization program to improve the skill, knowledge, and training of the aviators within the division.

2 A new Standardization Board has been established to insure compliance with standard flight procedures throughout division. Flight inspection of companies are being conducted by the Standardization Officer.

3 Additional Standardization Instructor Pilots and Instructor Pilots are being trained to provide the aviation units with sufficient instructors to maintain their training program.

4 A complete review of Chu Lai Airspace has been initiated.

(c) The Commander's Aviation Briefing was given to the following Brigade/Battalion Commanders:

<u>NAME</u>	<u>UNIT</u>
COL JERE O. WITTINGTON	198th Inf Fds
LTC CLARENCE CAMPBELL	2/1 Inf
LTC JULIAN S. WAGNER	5/16 Inf
LTC ROBERT N. FERNANDEZ	4/2 Inf
LTC KENNETH L. SNAPE	CLBO
LTC ROBERT K. CORNELL	FM, Americal Div
LTC ROBERT E. KNIGHT	3/82 Arty
LTC ROBERT C. BACON	CET CTR

(f) 16th CAG conducts a monthly orientation for aviators newly assigned to the Americal Division.

e. Logistics and Maintenance:

(1) Class I. No Comment.

(2) Class II & IV: Flight clothing and equipment continues in short supply.

(a) Excessive delays have been experienced in obtaining aircraft lacquer paint for conspicuity markings.

(b) Emphasis is being placed on requisition procedures and monthly reconciliations to insure that units have valid requisitions for MTOE and TOE equipment authorized but not on hand. It has been found in the past that units were not aware of cancelled requisitions which account for

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SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (Cont'd)

excessive delay from time of requisition to receipt of supplies.

(3) Class III: There have been temporary periods of shortage for various POL products but these situations have been remedied and sufficient quantities are on hand.

(4) Class V: The supply of PD rockets is extremely short requiring the Americal Division aircraft to use other rockets in lieu of the PD type. Use of VT and Flechette Rockets limit the capability of our aircraft to provide close support to ground troops.

(5) Base Development: Numerous construction projects have been initiated during this quarter.

(a) Hangars for the 132nd ASHC and 178th ASHC were completed 6 Jun 69.

(b) Six Sep beds have been received by the 16th CAG and will be used to provide ready rooms, a dispensary and billets.

(c) GLDC Subsector II TOC is constructed and operational.

(d) The need for additional billets, supply rooms and equipment sheds continues.

(6) Maintenance.

(a) Aircraft.

1 The number of aircraft released from direct support maintenance (335th TC) back to the using unit has increased significantly. In March the number released was 84, but by June and July the number had increased to 145 and 147 respectively.

2 E Co, 723rd Maint Bn has been granted an Activity Code Number and is established as a direct customer of Army Aviation Material Management Center (AAMMC) for aircraft parts. This additional DSU support should increase parts availability for 125th Avn Bn aircraft.

3 Aircraft availability rates (%) for the quarter by month and type of aircraft.

<u>TYPE</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>
OH-6A	75	69	61
AH-1G	70	65	59
UH-1C	61	56	68

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SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, RCS CSFOR-65 (RI) (Cont'd)

<u>TYPE</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>
UH-1D	68	54	52
UH-1H	71	69	73
CH-47B	74	71	79
U-1	95	83	42
U-6A	70	90	63

4. 16th CAG has coordinated with 34th GS Group and USAF to provide better delivery of aircraft parts shipped from the 241st Transportation Co (Depot) at Qui Nhon. Commencing on 25 July 1969, 16th CAG was scheduled to receive one pallet of aircraft repair parts daily aboard a specifically designated AF C-123. Although this procedure had initial problems, it is now operating satisfactorily and providing the division with more rapid resupply of aircraft parts.

## (b) Wheeled Vehicles:

1. Repair parts shortage continues to be a problem.

2. Lack of operational material handling equipment is hampering aviation maintenance. The 16th CAG is authorized fourteen fork lifts and presently has 8 assigned and four operational.

f. Civil Affairs and Civic Actions: The 16th CAG supports the Tabitha Orphanage in An Tan. During the quarter, 16th CAG donated \$2,040 US which was used for operating expenses at the orphanage. There were several large donations of clothes and food to the orphanage. During June, the 123rd Aviation Battalion began a beach party program for the orphans which has been very successful and will be continued. The 16th CAG Food Service Adviser has made several trips to the orphanage to instruct the personnel there on how to better prepare their food. The 16th CAG has prepared plans for the construction of a new kitchen and a new latrine facility at the orphanage. Work on these projects will begin prior to the end of August.

g. Inspector General: The 123rd Avn Bn received their Annual General Inspection on 8 July 1969 and received an overall rating of satisfactory. In addition the 14th CAB received their Annual General Inspection on July 1969 and received an overall rating of satisfactory.

h. Information: No significant information.

i. Aviation Safety: An extensive aircraft accident prevention program has been initiated at all levels of command within 16th CAG. This program has stressed the individual responsibilities of aviators, maintenance personnel, and commanders. Accident prevention surveys were conducted in all aviation units, heliports, and airfields used by 16th CAG. Numerous

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discrepancies were discovered and corrected. As a result of this program, the accident rate dropped 69% in June and an additional 24% in July. During the last 2 months, 16th CAG has been substantially below the USARV accident rate. The number of accidents and computed accident rate per 100,000 hours of flying time by month is as follows:

<u>MONTH</u>	<u>ACCIDENTS</u>	<u>RATE</u>
May	8	47.6
June	4	15.0
July	2	11.5

2. (C) SECTION II, LESSONS LEARNED: COMMANDERS OBSERVATIONS, EVALUATIONS AND RECOMMENDATIONS.

a. Personnel.

(1) PCS Orders.

(a) Observation: Enlisted personnel often do not receive their orders for PCS and Separation until the final days of their tour and some have departed without receiving assignment orders.

(b) Evaluation: The above observation was made in the last ORIL. This situation has a serious effect on morale. Personnel are unable to make plans for movement of dependents to their new duty stations. Also in the case of NCO's it gives the impression that his career and welfare are not being properly managed or considered.

(c) Recommendation: Orders be published at least 30 days before DEROS.

b. Operations.

(1) Placement of Mines along LZ perimeter.

(a) Observation: Aircraft have received damage caused by unintentional detonation of mines installed by friendly forces.

(b) Evaluation: This quarter three aircraft have received damage from unintentional detonation of mines placed along LZ perimeters by friendly forces.

(c) Recommendation: Upon initial radio contact with aircraft, ground commanders should inform the aviator if mines are employed in the vicinity of the landing area. Mines should not be placed where they will be a hazard to aircraft landing or taking off, and they should not be so sensitive as to be detonated by helicopter down draft.

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SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (Cont'd)

c. Training: No Comment.

d. Intelligence: No Comment.

e. Logistics:

(1) Rigging equipment for sling loads.

(a) Observation: Lack of rigging equipment available to MACV elements.

(b) Evaluation: Extensive CH-47 flying time has been wasted by MACV elements due to lack of sufficient and serviceable sling equipment. Often there has been only enough sling equipment to rig one or two loads forcing the CH-47's to wait while loads are rigged and then again waiting for the load to be disassembled to backhaul the sling equipment for the next sortie.

(c) Recommendation: Necessary steps be taken to assist MACV elements in obtaining adequate and serviceable sling equipment.

(2) Containers used for transporting water sorties.

(a) Observation: 500 gallon collapsible containers provide numerous advantages over the M-149 water trailer for transporting of water by CH-47 aircraft.

(b) Evaluation: Transportation of water using the collapsible containers in place of water trailers will significantly increase CH-47 productivity for this particular mission. Load per sortie is increased more than 100%. The CH-47 can transport two "blivets" or 1,000 gallons per sortie but only one water trailer at 400 gallons per sortie. Additional advantages of the blivets over the water trailers are simplified sling load rigging, greater load stability when airborne, greater operational safety for hook-up personnel and greater operational safety for the aircraft.

(c) Recommendation: Sufficient 500 gallon collapsible containers should be obtained to replace the M-149 water trailers as the primary container for transporting water by CH-47 aircraft.

3. (U) SECTION III, HEADQUARTERS, DEPARTMENT OF THE ARMY SURVEY. None

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SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, RCS CSFOR-65 (RI) (Cont'd)

*D. Townsend*

D. TOWNSEND  
COL, Inf  
Commanding

3 Incl

1. 16th CAG Organization  
Chart & Station List
2. 16th CAG Operational  
Statistics
3. 16th CAG Aircraft Status

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AVDF-GCDO (15 Aug 69) 1st Ind

SUBJECT: Operational Report Lessons Learned (16th Combat Aviation Group) (U)

DA, Headquarters, Americal Division, APO 96374 7 SEP 69

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
APO 96375

1. (U) Forwarded herewith is the subject report of the 16th Combat Aviation Group for the period 1 May - 31 July 1969.

2. (U) This Headquarters concurs with the observations and recommendations contained in the basic communication.

3. (C) The following comment is submitted concerning PCS orders, reference paragraph 2a, page 10 of this basic report.


a. This headquarters receives reassignment instructions on personnel from Department of the Army through Headquarters, USARV. Upon receipt of these instructions, PCS orders are published with the least practicable delay.

b. During the period reported on in the 16th Aviation Group's ORLL, this headquarters experienced an inordinate delay in the receipt of assignment instructions from USARV. This situation has not improved significantly, and the late receipt of assignment instructions continues to be a particular problem for personnel possessing aviation MOS.

c. Headquarters, USARV has not authorized this headquarters to publish PCS orders on personnel without reassignment instructions until the individual is within 5 days of DEROS. Only then, is the division authorized to publish orders reassigning the individual to the Returnee-Reassignment Station at Fort Lewis, Washington for further assignment as directed by the Department of the Army Assignment Team.

d. Separation orders are published approximately 30 days prior to the individual's DEROS.

FOR THE COMMANDER:

  
E. R. GREEN  
CPT, AGC  
Asst AG

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AVHGC-DST (15 Aug 69) 2d Ind  
SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 8 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPCP-DT,  
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 16th Combat Aviation Group.

2. (C) Comments follow:

a. (C) Reference item concerning "Logistics: Class II and IV", section I, page 7, paragraph 1c(2). Sufficient quantities of flight clothing and equipment are available through 1st Logistical Command supply channels. If a shortage is critical, a requisition should be initiated and hand carried through the immediate supply and service unit to depot. USAICCV stated that all three colors of aircraft lacquer paint are available through normal requisition channels.

b. (C) Reference item concerning "Logistics: Class V", section I, page 8, paragraph 1c(4). Rocket allocations are computed on the number of weapons ships assigned. If a critical shortage exists, this headquarters can re-allocate rockets from other assets. Informal coordination with the unit disclosed that the problem was resolved by the reallocation of rocket assets within the Americal Division.

c. (U) Reference item concerning "PCS Orders", section II, page 10, paragraph 2a(1) and 1st Indorsement, paragraph 3; concur. PCS orders are published by the major subordinate commands upon the receipt of assignment instructions furnished by this headquarters. The late receipt of assignment instructions from DA is caused primarily by late reporting on the part of the major subordinate commands or in cases where the enlisted man is being considered for special duty or schooling. DA is aware of this problem. USARV maintains continuous telephone and teletypewriter communications with the various action branches of DA in an effort to further expedite the receipt and dispatch of assignment instructions. The major subordinate commands must publish and dispatch PCS orders as soon after the receipt of assignment instructions as is administratively possible to preclude personnel from departing the command without orders.

d. (U) Reference item concerning "Placement of mines along LZ perimeter", section II, page 10, paragraph 2b(1); concur. The situations which generate the recommendation involve CH 47 helicopters attempting to land at areas secured by other than US friendly forces. The mines detonated were

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SUBJECT: Operational Report of 16th Combat Aviation Group for the Period  
Ending 31 July 1969, MCS CSFOR-65 (121) (U)

generally grenades installed with trip wires which were actuated by the rotor wash of the CH 47 aircraft. The danger of employing trip-wired grenades and mines in the vicinity of helicopter landing areas should be pointed out to all allied forces. This item will be forwarded to MACV for information and action as appropriate.

e. (C) Reference item concerning "Rigging equipment for sling loads", section II, page 11, paragraph 2e(1); concur. ARVN Forces have their own depot and supply channels through the International Logistics Office in Japan. This item will be forwarded to MACV for information and action as deemed appropriate.

f. (U) Reference item concerning "Containers used for transporting water sorties", section II, page 11, paragraph 2e(2); nonconcur. The 500 gallon collapsible drums were specifically designed for the transport of petroleum fuels. These drums are constructed of a special fuel-resistant synthetic rubber and cost \$541.00 each. A definite safety hazard exists when using these items to transport potable water because the possibility exists that the drum may have been used for POL service and could very well contain deposits of toxic tetra-ethyl-lead. It is recommended that the development of a suitable container for helicopter transport of water be considered by DA. The cost of such an item should prove to be significantly less than the cost of the 500 gallon POL drums now being used.

FOR THE COMMANDER:

  
E. D. WILSON  
HHL, AGC  
Assistant Adjutant General

Cy furn:  
16th CAG  
Americal Division  
MACV

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GPOP-DT (Undtd) 3d Ind

SUBJECT: Operational Report of HQ, 16th Combat Aviation Group for Period  
Ending 31 July 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 17 OCT 69

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
D. A. TUCKER  
CPT, AGC  
Asst AG

# CONFIDENTIAL

## ORGANIZATIONAL CHART

### 16th COMBAT AVIATION GROUP

#### AMERICAN DIVISION

#### 16th CAG

HHC

14th CAB

123rd AVN BN

355th TRANS CO

#### STATION LIST

#### 16th COMBAT AVIATION GROUP

<u>UNIT</u>	<u>STATION</u>	<u>APO</u>
HHC, 16th CAG	Chu Lai	96374
HHC, 123rd Avn Bn	Chu Lai	96374
CO A, 123rd Avn Bn	Chu Lai	96374
CO B, 123rd Avn Bn	Chu Lai	96374
132nd, ASHC	Chu Lai	96374
178th ASHC	Chu Lai	96374
CO E, 723rd Maint Bn	Chu Lai	96374
F Troop, 8th CAV	Chu Lai	96374
HHC, 14th CAB	Chu Lai	96374
534th, Med Det	Chu Lai	96374
14th, Security Plt	Chu Lai	96374
71st, AHC	Chu Lai	96374
174th, AHC	Duc Pho	96217
756th, Med Det	Duc Pho	96217
176th, AHC	Chu Lai	96374
335th, Trans Co	Chu Lai	96374

Incl 1 Organization Chart and Station list, ORLL of 16th CAG for period ending 31 July 1969, RCS ACFOR-65 (RI) (C)

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OPERATIONAL STATISTICS

UNIT	HOURS	SORTIES	TROOPS CARRIED	TONS. CARGO	NEED EVAC	A/C RECOVERIES	EVERY KIA	SARFANS STRUCTURES	A/C LOST	A/C D.M.
HHC 16th CAG	97	87	102	0	0	0	0	0	0	0
14th CAG	24,082	105,049	161,926	7,071	175	0	131	2	16	157
123rd Avn Bn	17,501	50,016	105,544	33,502	40	32	395	0	9	69
335th Trans Co	372	307	302	37	0	6	0	0	0	0
TOTALS	42,052	155,459	267,874	40,610	518	88	526	2	25	226
ATTENTION: 56000										
UNIT	7.62	40PM	2.75							
HHC 16th CAG										
14th CAG	2,758,000	18,000	18,600							
123rd Avn Bn	915,280	44,149	21,823							
335th Trans Co										
TOTAL	3,673,280	62,149	40,423							

Incl 2, Operational Statistics, OMLL of 16th CAG for period ending  
31 July 1969. RCS ACFOR-65 (RI) (C)

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16th CAG AIRCRAFT STATUS AS OF 31 JULY 69

SUB UNIT	OH-6	UH-1B/C AUTH/CH	UH-1D/H AUTH/CH	AH-1G AUTH/CH	CH-119 AUTH/CH	U-6A AUTH/CH	U-1A AUTH/CH
HHC 16th CAG	3/0						0/1*
14th CAB	3/0	24/24	69/67			0/1*	
123rd Avn Bn	17/17	4/4	33/31	15/15	32/32	0/1*	
335th Trans Co			2/2				
TOTALS	23/17	28/28	104/100	15/15	32/32	0/2*	0/1*

\* Special Authorization

Incl 3 Aircraft Status, ORLL of 16th CAG for period ending 31 July 1969. RCS CSFOR-65 (RI) (C)

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Security Classification

(Security classification of title, body of abstract and indexing notation must be entered when the overall report is classified)

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